

INFORMATION REPORT

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
CENTRAL INTELLIGENCE AGENCY REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 24 November 1953

SUBJECT Miscellaneous Railroad Information

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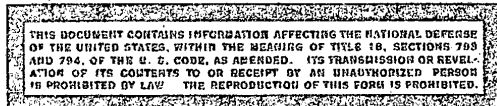
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SUPPLEMENT TO 50X1-HUM
REPORT NO.



THIS IS UNEVALUATED INFORMATION

50X1-HUM :

1. After Grotewohl returned from Moscow, Deputy Railroad Minister Heinrich Lindemann announced that the Soviet Government promised the East German delegation in Moscow to deliver 2,000,000 tons of hard coal from the Don basin and 250,000 tons of rolled products.

the first shipments of rails had been arrived from the USSR but that these rails were old material. 50X1-HUM

2. On 1 October, the regional railroad headquarters and railroad subdistrict offices were reorganized along the lines laid down by the Ministry of Railroads. In future the presidents of the regional railroad headquarters will be assisted by two vice-presidents. Each railroad subdistrict office will be headed by an Amtsvorstand. The Amtsvorstand will be assisted by one deputy and two assistant deputies.

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3. On 9 September, the transportation police was withdrawn from the buildings of the East German Ministry of Railroads. Guard duties at the installation were taken over by a special Betriebsschutz (works police), the members of which wear the same uniforms as those worn by the transportation police except for a blue shirt instead of a green one. The transportation police will henceforth be exclusively employed for the protection of railroad installations.

4. On 9 September, the entire railroad personnel employed at the freight station Berlin-Ost were given instruction on counter-espionage, sabotage activities, security, the safekeeping of classified material and the shadowing of colleagues.

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5. In late May 1953, the former Directorate General, Railroads, Berlin, ordered that 18 freight trains be parked as a reserve pool of freight cars in the Schwerin railroad district. The Schwerin regional railroad headquarters gave orders that these cars be parked at Herrenburg, Luebz, Plueschow, Karow, Teterow, Buschhof, Zistow, Wismar, Parchin, Neustadt on the Glewe River, Hornstorf, Moidentin, Schoenberg, Hagenow, Gloewen, Kirch on the Jesar River, Mayenburg and Blankenberg railroad stations. the freight cars involved had been parked at 10 of the railroad stations mentioned by 17 September. reserve cars parked at Herrenburg, Luebz, Plueschow, and Karow railroad stations.

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- 2 -

50X1

6. After some of the reserve cars parked in the Salzwedel area prior to early August had been removed, the assembly of large numbers of railroad cars was again observed prior to 11 September. Reserve cars were observed parked on shunting tracks at the Salzwedel railroad station and in Burnau.³

7. [redacted] an unusually large number of gondola cars were dispatched to Poland between 22 August and 7 September.⁴

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8. The reorganization effected for the Ministry of Railroads was to go into effect also for the regional railroad headquarters after 1 October 1953. The position of a special section for operations and traffic will be eliminated. On the other hand, a subdepartment for operational services (Unterabteilung Operativer Dienst), will be attached to the Operations Department.

9. Since early September, ample quantities of hard coal have been available for locomotives. Even shunting locomotives have been fired with hard coal since recently.⁵

10. [redacted] large quantities of hard coal arrived from the Donets area in the Magdeburg railroad district prior to mid-September.^{1, 5}

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11. Ample coal imports from Upper Silesia which have arrived since about mid-September make it possible to fire locomotives with hard coal. Brown coal briquettes available are being used up. No new deliveries of brown coal have been observed since recently.⁵

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1. Comment. Minister Selbmann made similar statements in a speech delivered by himself. According to Selbmann the East German railroads were to receive 1,500,000 tons of hard coal, while power stations were to be supplied with 500,000 tons of hard coal. Selbmann mentioned 400,000 tons of rolled products to be delivered by the USSR. Information contained in paragraph 10 of the present report indicates that the first coal shipments from the USSR arrived in East Germany. Between 1 September and 31 December 1953, Poland is scheduled to furnish 2,000,000 tons of hard coal and 200,000 tons of steel.

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2. [redacted]

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3. Comment. The formation of pools of reserve cars in all East German railroad districts was reported previously [redacted]

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4. Comment. The dispatch to Poland of increased numbers of gondola cars is connected with the increased coal imports from Poland. Coal shipments directed through Kuestrin and Horka greatly increased in September.

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- 3 -

50X1

5. Comment. The replacement of brown coal briquettes by hard coal for locomotives had been planned for a long time. It appears that rising hard coal imports from Poland and also the USSR have made it possible to realize this project. The shifting from brown coal briquettes to hard coal will have an advantage effect upon railroad operations and the maintenance of the permanent way.

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